NEW PUBLICATIONS.

THE STORY OF FRENCH EXPLORATION. CARTIER TO FRONTENAC, Geographical Discovery in the Interior of North America in Its Historical Relation, 1534-1790, With full cartographical illustrations from contemporary sources, By Justin Winsor, Pp. viii., 259, Houghton, Mifflin & Co.

The reader who comes to this book with an interest previously awakened will doubtless glance forward to the places where the author must touch matters in dispute. He will be curious to see what Mr. Winsor does with these unsettled questions in the evolution of American geography. For it was an evolution in the strictest sense. The great continent emerged little by little out of primeval darkness into the full light of day. From age to age people who made maps or studied them found that the picture of lands discovered changed persistently in their minds. Points that had long been known separately were connected by a coast line. Straits and arms sea that were traced on one chart disappeared forever from its successors. Passages by ea to Cathay and Cimpango turned out to be rivers more wonderful than any the Old World had ever dreamed of. In any review of the growth of knowledge respecting the New World the unsettled questions come to the front very early. In the present case Mr. Winsor does not get the French explorer, Cartler, started on his first voyage without putting a doubt as to the object for which search was to be made. The Western Continent was really more of an obstacle than anything else to the navigators of the sixteenth century. What they wanted was a short cut to Asia, and their course was blocked by a barrier in which every gap turned out to be only a lapse of the traveller's imagination. Mr. Winsor evidently holds that Columbus publicly maintained the Asiatic character of his discovery long after he had been convinced in his own mind that he was wrong. Apparently to have confessed his error would have cheapened his labors to his royal patrons. Freed by his death from the streamous repression which he had exercised, the streamous repression which he had exercised, the truth as it was dimly seen, now by one mariner or geographer and now by another, began to come out. But for every grain of truth there was a hundredweight of legend and misconception. There was little hope of gold or silver better the stream of the property of the people than he does of the land, but in the history as told by the copies of a unent charts the continent is the most important actor, as it casts aside one disguise after another. dently holds that Columbus publicly maintained tion. There was little hope of gold or silver be ing found north of the regions already possessed and partly occupied by Spain. Without gold they offered no temptation to the covetous and needy monarchs of Western Europe. But there was still the possibility that a sea-way could be found to Asia, and this took shape in Cartier's time by means of learned hypothesis as well as native legend in a sea separated from the Atlantic by a narrow strip of land. Somehow the width of the Isthmus of Panama

men considered sufficient for the measurement sired they began actually to see. They pictured a new ocean which rolled between Cape Hatteras on the east and the Californias on the of North America separated from Mexico was an attachment of Northern Asia. "If Cartier or his royal master had entertained the expectation that his expedition might penetrate into the heart of Northern Asia when it started for the gulf back of Newfoundland, it is altogether probable that its equipment would not have been undertaken. It is far more likely that the faith which the earlier expedition of Verrazano had developed in the narrowness of the northern continent prevailed at Paris and St. Malo when Cartier started on his fateful voyage."

Fateful is a strong word to use of an which was neither the Atlantic nor the Pacific men long afterward. When Father Allouez, a Jesuit contemporary of Marquette, came among | who mention them.

the Allegheny, the Ohio and the Mississippi to who is said to have written it in French by the gulf; but "to La Salle's imagination," says roval command. Geoffrey of Monmouth says Mr. Winsor, "it was a vision of the great water- that Walter lent him a book in the British lan- "Do not, I would urge you" says Mr. Edmund way which had been looked for from the time guage, which contained the whole history of the Gosse to young novelists, "work for great sales of Cartier." He outlined to himself a course Britons from Brutus to Cadwalader; but when or even expect them. Enjoy them and secure them which led at last into the distant Gulf of Call-fornia and opened the way for the French to eked out his original by talking with Walter. There is a vulgarity that hangs about the author the South Sea. It was a wonderful dream, and it was hardly more uncertain than the route which the great explorer is supposed to have which the great explorer is supposed to have followed in 1670 in order to verify it. Somehow is irresistible. But it must be remembered that I say against those unselfish veterans of our profollowed in 1679 in order to verify it. Sometow all trace of La Salle is lost after he reaches the Walter was the one man of wide learning in fession who have sacrificed their own quiet. south shore of Lake Erie. Mr. Winsor follows his generation. He was likely to ornament every perhaps hazarded their gains, by insisting on the Major and Shea and others in his distrust of the narrative he touched with colors and gems from value of literary property. But let us be very interviews which passed under the name of a "Histoire de Monsieur La Salle," and was printed and vouchel for in recent times by the Normore subdued Latin recital, the difficulties that the door, certain volstile qualities, such as distinction, train of analysis, artistic sincerity, do not five window. It would be better to man historian Margry. But taking these internow beset the history of the legend would probviews at their best, they only place La Salle on ably have no existence. It is significant, howthe Ohio River without telling how he got there. ever, that just as in modern times a superla-literature." It is said that he went through the country of tively good theme attracts the attention of many the Iroquois. But there was no water route from writers at once, so Walter and Geoffrey had that region to the southwestward.

Lake, and adds that La Salle "may have gone in both prose and verse. One might well com- Wars," up the river from where Cleveland now stands | pare Walter and Geoffrey and Wave and Laya. | Thomas Nelson Page. and so reached the Muskingum River." Any of mon and Chrestien of Trayes and Beroul and A work which is to illustrate the common ground these routes would have led him sooner or later | Wolfram von Eschenbach, with that numerous of all great religious is in preparation in England. to the Ohlo, but the truth "is likely forever to band which within the present century has re- Selections from all the schief religious writings of clude search." The problem is still further com- told the whole Arthurian story. Thus the outplicated by the supposition that La Salie never break in the twelfth and thirteenta centuries saw anything but the mouth of the Ohio. If he looks like anything but the growth of a folkwas stopped by falls, the incident could only tale. It was throughout a conscious and well-dihave occurred in the Ohio near the present site | rected literary effort, the effect of which is still | its systematic and regular occurrence, gradually of Louisville; and he could not have called those to be seen. The work went on in various counsubjugates and tunes the senses of the hearer, as falls "very high," nor have talked about vast tries of Europe in succeeding centuries. What the wood of a violin arranges itself in sympachy morasses below the cataract. It has been conjectured that what La Salle really did was to love when so much popular attention was dimake his way to the head of Lake Michigan, where in times of high water it was possible for a canoe to glide imperceptibly into a tributary of the Mississippi, and so entered the Wabash, where he was stopped by the falls at Logansport. The next year when he aimed to take the same route he slipped into the headwaters of the Illinois. Thus he might really have supposed not only that the Wabash and the Illinois were the same, but that they were identical with the third river to be known afterward as the Chio. The main point is that if La Salle did not get sight of the Mississippi in 1670, then the formal make his way to the head of Lake Michigan, rected to it. The work of Mallory came natu-where in times of high water it was possible for rally with the advent of printing by way of

discovery belongs to Marquette, for La Salle certainty stopped short of the goal in 1672. Mr. Winsor is severe on Margry and on the character of the "Histoire" alluded to. "If this paper produced by Margry is genuine," he remarks, "it is strange that La Salle's brother and other kindred, when making, after La Salle's death, a memorial to the King for compensation on account of their kinsman's services, do not mention any such expedition of 1671. The inference is hardly to be avoided, either that the questionable document has deceived Margry, or that he knows more of his history than he cares to disclose. It is unfortunate that there is any suspicion attached to any paper in the important collection of documents which the United States Government has assisted M. Margry to publisa." Of course, all this confusion has nothing to do with La Salle's final achievement of tracing the great river to its mouth.

great river to its mouth.

Another figure that glimmers occasionally in a mist of uncertainty is that of Father Hennepin, he who asserted that he went down the Mississippi to the Gulf of Mexico and recurred to the mouth of the Illinois in the space of forty the mouth of the linnoism the space of the yes by cance. Hennepin has been defended by the dublous method of shifting the responsibility for awkward passages in successive editions his narrative to the broad shoulders of printiple of the property of the believes that what truth there was about the Still there are strange variations of type in certain editions of his work that suggest bold speculation in his behalf. In general he seems to have been a better observer of the Indians than he was of the country. But nothing was diminished in his story. If he magnified his own exploits, we must remember that he also gave Niagara a fall of five hundred feet. He was the first to record a sight of the great entaract, and it was he also who introduced the people of Europe to an accurate picture of the American bison. Still there are strange variations of type in cer-

Mr. Winsor's volume carries the reader from the very beginnings of French exploration in the New World down to Frontenac's death said to the time when the centre of interest way shifted

ARTHURIAN LEGEND FROM NENNIUS TO TENNYSON.

TENNYSON'S IDYLLS OF THE KING AND ARTHURIAN STORY FROM THE XVITH CENTURY. By M. W. Maccallum, M. A. Professor of Modern Literature in the University of Sydney. Pp. xi., 435. Macmilian & Co.

es in his book nor with their relative imporand that of Mexico furnishes a criterion which | tance. The anticipation awakened by a first glance is that another volume has been added men considered summer to the highest to the numerous explanations of Tennyson's that Mr. Le Gaillenné tries to do is to reproduce meaning. Some chapters in the book are of this character. But its value lies in the familiar and ceeded in color." If he has not altogether succeeded in color this, he has at least produced a not over-elaborate summary of the history of the readable little book, which expresses teras on the east and the Californias on the west. Best of all, Hieronimo da Verrazano had actually looked upon its waves as his vessel breasted those of the Atlantic, while he vainly sought a gap in the coast line. If Francis I had not known of this dream of Verrazano's, he not known of this dream of Verrazano's, he thomas was the mean of the purpose of his idylls for the question for our forefathers was the mean of the purpose of his idylls for the question for our forefathers was the mean of the purpose of his idylls for the question for our forefathers was the mean of the purpose of his idylls for the question for our forefathers was the mean of the purpose of his idylls for the question for our forefathers was the mean of the purpose of his idylls for the question for our forefathers was the mean of the purpose of his idylls for the question for our forefathers was the mean of the purpose of his idylls for the question for our forefathers was the mean of the purpose of his idylls for the question for our forefathers was the mean of the purpose of his idylls for the not known of this dream of vertazatos, in themselves and themselves are themselves. Professor Maccallum's ideas do not themselves opinion, he would not have encouraged it, if he had believed another figment of the geographers that the main part of North America separated from Mexico was an opinion, of which any reader of the poet night with the professor of the tale of Arthur and his knights furnish material for a new judgment on the geographers that the main part of North America separated from Mexico was an opinion. The had been described as the maccallum's ideas do not prilate's question. What is Truth? That we may be said to have answered relatively. We might say that Truth is the best possible condition in a given set of circumstances. Relatively speaking, we have answered it; ultimately speaking, we have be glad to avail himself. The book in hand will given it up." be glad to avail himself. The book in hand will save many readers the wish to follow Arthur Personal existence after death is, in the opinion of the author, not very much to be desired. through the mazes of mediaeval and modern literature which he has threaded, while it may incite a few to more careful study of places which Mr. Maccalium has slighted or neglected. He follows Professor Rhys and Mr. Nutt in what the base of the manufacture of the state of the st he has to say about Celtic folklore. They are tain so much of minortality is at least assured as the best of guides, mainly because they have labored with such unrestrained enthusiasm for the collation of every fragment of Celtic lore that could be found in the Arthurian romances. But expedition which accomplished nothing be- there is material in the legend as it has come terializing His radiant intuitions into opaque yond a circuit of the Gulf of St. Law- down to modern times which would have war- mas, in order that they might be comprehended by rence; but Mr. Winsor is not thinking of ranted Mr. Maccallum in adding to his introduc- average people. Cartier so much as of his successors. French exploration in the New World was fairly begun, and it required only another journey for Cartier to learn that what seemed to him a tidewater passage out of the gulf to the westward was a river of fresh water. Already the sait sea which it came. It is significant that the Holy had receded far from the lands through which he passed. But it still figured in the minds of well as other elements of the Arthur legend, are an era of faith. The prophesied Walpurgis might

ocean." The same mirage which Cartier imag-ined in 1535 or thereabouts wavered before his story, and the man who shall unfold it will have ligion and law because a mad poet fires his little successors in 1665. It is curious, too, that the striking phrase "fetid ocean" is exactly the one which figures in certain legends of interior Asia. is also an argument for the closest study of it was provided all to bed." One could almost imagine that Mr. Winsor was thinking at the instant of a passage in the Ori-

hardly completed their task before others were tary and civil life is about to publish a book of As in duty bound, Mr. Winsor enumerates the at it, and the close of the twelfth century saw reminiscences. It is to be entitled "Recollections possibilities of French Creek and Chautauqua the Arthurian fiction thoroughly worked out

fate." Pope's "Everlasting Blackmore" took it up, and in spite of the contempt with which greater poets treated his verse, made it popular for a time. He moralized it to suit the fading Puritanism of the day. Mr. Maccallum, while he agrees in censuring Blackmore, nevertheless makes him one of the most interesting figures in makes him one of the most interesting figures in the review of Arthurian literature. But the pop-ular success of Blackmore only made the theme more distasteful to men of true genus. If be-came the object of humorous mockery which cui-minated in Fielding's "Tragedy of Tragedies; or, the Life and Death of Tom Thumb the Great." The remanic movement, first in France, then in Germany, restoced the tale to favor, and the upward turn was signalized in England by Scott's "Bridal of Telermain"—though Mr. Macthe upward turn was signalized in England by Scott's "Bridal of Triermain"—though Mr. Maccallum points to passages in the poems of the rustic John Leyden as inspiring the great remancer by a direct appeal. Then came Regionid Heber's unfinished "Morte Arthur" and "Masque of Guendolen," and so the story of the vicisitudes of a great legend reaches a 'day within the memory of men still living. In two chaptors on "Tennyson's Contemporaries Abraud" and "Tennyson's Contemporaries at Home," Mr. Maccallum shows that episodes from the Arthurian epos figure largely in the poetry of the present century. With the best of this poetry doubtless the readers of his book will find that they are already familiar. It annows him, however, are already familiar. It annoys him, however, to find that the old note of farcical irony saund-ed by Rabelais and Fielding echees still in "The Yankee at the Court of King Arthur,"

A LITERARY MAN'S RELIGION. THE RELIGION OF A LITERARY MAN Cheligio Scriptoris). By Richard Le Gallienné. 8vo. pp. xl. 119. G. P. Putnara's Sons.

In spite of the Gallieism of Mr. Le Gallienne's name, he is a thorough Englishman in his processes of thinking. There is, indeed, a suggestion of French daintiness and jucidity in his style, as, for stance, when he says that Catholicism is simply average huminity in a surplice; or where he de-clares that our brave forefathers went to battle with stouter hearts than we take to the dentist. But the value of the book lies not so much in its really delightful style as in its thought, which is stimulating, even where it is not convincing. The nuther attempts no elaborate analyses of religion. of course it is not meant that all literary men hold literature may give a distinctive "tone-color" religion, just as do ecclesiasticism and science. All

who mention them. Jesuit contemporary of Marquette, came among the Sioux in the neighborhood of Sault Ste.

Marie he learned that they lived next to a people whose country bordered on the "great fetid" swer to say that the whole secret of twelfth-censular to the say that the whole secret of twelfth-censular to the neighborhood of Sault Ste.

To the objection that the story is hardly worthy of such minute investigation, it is sufficient and painted and thought' for each other, it never had even any potential existence. Shall we despair of man's soul because, for sooth, a Lombroso cannot find it;

thinking at the instant of a passage in the Oriental romance of Alexander the Great.

Generations after Cartier has passed away there comes the dispute over the question: Did La Salle reach the Mississippi at his first attempt? If the theories of geographers about an unknown sea had become more vague, the traditions of the Indians were emphatic enough. But they were religiously misconstrued because the minds of white men were still dominated by an antiquated notion. When the Red Men talked of a "great water" they meant a river, just as the modern Egyptian does when he calls the Nile a sea. They told La Salle about a continuous water way by which he might journey in eight or nine months southward to the sea. It was a group of Seneca Indians who talked thus, and they were doubtless thinking of a voyage dawn the Allegheny, the Ohio and the Mississippi to the sun said to have written it in French by

In every aspect. Considered as a bundle of Celtic myths, Mr. Maccallum, following the explanations of others, makes the legend a Descent to Hades, of others, makes the legend a Descent to Hades, of others, makes the legend a Descent to Hades, of others, makes the legend a Descent to Hades, of others, makes the legend a Descent to Hades, of others, makes the legend a Descent to Hades, of others, makes the legend a Descent to Hades, where to the enw prophet who will give peace by our souls. A very long alout for a new message. Where is the new prophet who will give peace by our continually corresponding in the central purpose to the eleventry lumpose to the eleventry lumpose to the eleventry lumpose to the chronical makes are good for a new message. Where is the new prophet who will give peace by our content who will give peace by our content who will give peace by our content. A content makes are good for a new message. Where is the new prophet who will give peace by our content who will give peace be of the sun and to sun-worship is of course well the min of the makes the legend a Descent to the eleventry lumpose to th

LITERARY NOTES.

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H OTEL BOSCOREL -ATLANTIC CITY, N. J. Ken tucky-ave, near Beach. Will open March lat. HOTEL RUNNYMEDE, ATLANTIC CITY, N. J. Kentucky-ave., near Beach, Open all the year, MRS. I. McL.WAIN.

HOTEL BEEKELEY THE CITY, N. J. Extreme ocean end of Kentucky ave. Elevator, sun par-loc and all modern conveniences, Reasonable rates.

JAS. & GEO. BEW.

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HOTEL EDISON, Atlantic City, N. J., Michigan-ave, near heach, Elevators' steam heat; electric bells; all modern comforts.

J. C. COPELAND. PINES HOTEL-BARNEGAT PARK N. J.
A ten days' visit to this hotel impels me to recommend it as a superior health resort, and just the place for
rest and recuperating. GEO, S. BISHOF,
Cashlet German Savings Bank, Brooklyn.

THE LEHMAN
ATLANTIC CITY, N. J. Ocean end of Pennsylvania
ave. Always open. F. W. LEHMAN & CO. WHEN IN BUFFALO, STOP AT THE

Proposals.

SEALED PROPOSALS will be received by EALTH PROPOSALS Will be received by the Trustees of the New York and Brooklyn Bridge at eir office, 170 Washington Street, Brooklyn N. Y., until occase A. M., March 12th, 1894, for its Grading, Paving with Granite Blocks and laying one walks on Liberty street, from High to Tillary streets, 221, For furnishing Granite Blocks for the Pavenieu of a Approaches of the New York and Brooklyn Bridge.

24. For laying the Granite Blocks as required on the spreaches of the New York and Brooklyn Bridge.

35. For information and specifications apply to the Chief uniner. A Cortifical Check for 10 per cent of each bid must ac-

Exentsions.

SPECIAL TOUR WEST INDIES

ATLAS LINE, TO LEAVE FROM NEW-YORK, WED., MARCH 14.
TO HAYTI REPUBLIC OF COLOMBIA AND

COSTA RICA,
RETURNING VIA JAMAICA. OCCUPYING 32 DAYS. S. S. "ADIRONDACK"

SPECIALLY FITTED FOR TROPICAL SERVICE, WITH ACCEPTIONAL PASSENGER ACCOMMODATIONS, IN-LUDING ELECTRIC LIGHTS, BATHS, ETC.

liailroads.

"AMERICA'S CREATEST RAILROAD." NEWYORK ENTRAL & HUDSON RIVER R. R.

From Grand Central Station, 424 Street: Sciio A. M. Except Sunday Empire State Express Dristest train in the world. Driso A.M. Daily Fust Mail, For Buffalo, Nisgara Falls, Chicago.

Stations foot of Cortlandt and Desbrosses Streets. 7:00 A. M. daily for MAUCH CHUNK and inter-nediate stations; connections except Sunday for POTTSrediate stations; connections except Sunday for POTIS-ILLEs and READING. Section 3. M. daily Sanday S:15 A. M.), for GENEVA, OCHESTER, RUSFFALO, and the West, and principal common section of the secti Harrisburg. M. daily, except Sunday, for ELMIRA and all intermediate stations; connections for Pottaville and Brading; chair-car to Mauch Chung.

4:10 P. M. daily, except Sunday, for L. and B. JI NCTION and principal intermediate stations; Pullman buffet parlor-car to Wilkerbarre; connections for Pottsville. buffet parlor-car to Wilkerbarre; connections for Pottsville.

4:20 P. M. daily, except Sunday, for SOUTH PLAIN.

FISLID and intermediate startons.

5:20 P. M. daily (Sunday, at 5:15 P. M.) for EASTON and intermediate startons.

6:10 P. M. daily (Sunday, 6:00 P. M.), for HUFFALO, NIAGARA FALLS, and all points West. Pullman siceper, vestibuled train N. V. to Chicago. Siceper to Burday, connections for Reading and Harrisburg.

6:30 P. M. daily (Swept Sunday, for MAUCH CHUNK and Intermediate startons.

9:300 P. M. daily or FTHACA, GENEVA, ROCHESTER, HUFFALO, NIAGARA FALLS, and all points West. Fullman sleepers to Chicago and Burdato.

Additional Sunday, trains: II-90 A. M. for MAUCH CHUNK and FOFFEVILLS and all pulmar accommodations at 235, 231, 944, and 1-327, Broadway, 143 Rowery, 31 East 14th-st., 155 East 125th-st., New-York, 800 Fulton-st., 4 Court-st., and 98 Broadway, Horselfyn, N. Y.

The New-York Transfer Company will call for and theck baggage from hotel or residence through to destination.

RAILROAD.

Railrogos.

STATIONS foot of Desbroven and Corilarly Street

In Effect February 10th, 1894.

3:60 A. M. FAST LINE. "Fairor Car to Putsourg.

10:60 A. M. PAST LINE. "Fairor Car to Putsourg.

10:60 A. M. PENSYLVANIA LIMITED. "Pullman Drawing and State Room, Siepcher Dining. Smoking and Observation Cars. Arrives Chicago 11 A. M., Clee's land 5:25 A. M., Chicanall 7:15 A. M., and Indianapolis 9 A. M., Toledo 9:15 A. M., week-day, and 15:25 A. M., Chicanall 7:15 A. Week-day, 2:100 P. M., Chicago 5:15 A. M., Week-day, Chicanall 7:15 A. M., St. Louis 1:100 A. M., St. Louis 7:30 P. M., Chicago 5 P. M., Pullman Siepoing and Dining Cars to Chicago and Ceveland, Arrives Cleveland 11:15 A. M., Chicago 5: P. M., Chicago 1:15 A. M., Chicago 9: P. M. Edward 11:15 A. M., Chicago 9: P. M. Edward 11:15 A. M., Chicago 9: P. M. SOLTHWESTERN ENGINESS—"Pullman Stephing and Dining Cars to Chicago and Ceveland, Arrives Cleveland 11:15 A. M., Chicago 9: P. M. SOLTHWESTERN ENGINESS—"Pullman Stephing and Dining Cars to Chemnal and Es. Louis, Arrives Cincinnati 6: P. M. Edwards 10:15 P. M., St. Louis 7: A. M. second meeting.

Sido P. M. PACIFIC ENDRESS.—Pullman Buffet Steaning Car to Pittsburg. Connects for Chicago and Toledo Active and Cleveland. BALTIMORE, WASHINGTON AND THE SOUTH,

Sunday, Serior and Uning Cars, 4:30, 5 (Dining Car), 5:30

1. M., 12:15 nisht.

1. M., 12:15 nisht.

1. M., Richmond and Darville Express, daily, Sleepers to Augusta, Tampa, and New-Orleans, 12:15 nisht, daily, Sleepers to Atlanta and Jackscoutille.

10:00 P. M.—Daily for Chesoneske & Ohio Ballway, Through Sleeping and Dining Cars.

10:10 P. M. —Daily for Chesoneske & Ohio Ballway, Through Sleeping, and Dining Cars.

10:10 P. M. daily, Sleepen, S.P. M. Tuesdays, Thuysdays and Saury, days, and Saury, days, and S. A.P. daily, River, via St. Atlanta Cars. For Ormand, Rockledge, and Jadlan River via St. Ag-gustine, 9.20 A. M. and S.20 D. M. daile. For West Pain Beach Gales Worth, 8.20 P. M. daily. For ATLANTIC CITY, 1.50 P. M. week-days, with Through Buffer Parks. Co.

FOR PHILADELPHIA.

FLORIDA SHORT LINE.

Pennsylvania R.R. Richmond & Danville R.R. Washington, Columbia, Savannah, Jacksonvills

4:30 P. M., VESTIBULED LIMITED. 12:15 MIDNIGHT, FAST MAIL.

Jamaica. LE. MAPS, TICKETS, AND PULLMAN

CENTRAL RAILROAD OF NEW-JERSEY

(Anthracite coal used exclusively.)
Four tracks. Autoriatic Block Signals.
Trains leave station foot of Liberty St.

F. F. Harrisburg at 4:20, Sept. 2-16 A. M., 1:30, 1:20, 4:00, 5:45 P. M., 12:15 night. Sundays 1:00, 5:20 P. M., 12:15 night. 12:15 night.

For Sanbury, Lewisburg, and Williamsport at 4:50, 8:00, 6:10 A. M. 1:00, 1:00, 2:00 T. W. 1:00 F. M. 1:20 F Bank), 4:00, 4:20 45 3s to Red Bank), 6:15 P. M. Sun-days, except Ocean Grove and Asbury Park, 9:00 A. M.,

4:30 P. M. FOR LAKEWOOD.

4:30, S:15 A. M., 1:45, 8:40, 4:20 P. M.
For Farmingdele, Toms River, Harnevat Park and
Barnegat, 4:30, S:15 A. M., 1:45, 4:20 P. M.
For Atlantic City, Vineland, and Bridgeton, 4:30 A. M.,
1:45 P. M.
For Monroviti For Monmouth Beach, Seabright, and Highland Beach, 420, 845, 11:20 A. M. 1:20, 1:45, 4:20, 4:20 P. M. Sundays, 9:00 A. V. 1:00 P. M. Sundays, 9:00 P. ROYAL BLUE LINE

PHILADELPHIA, BALTIMORE, AND WASHINGTO For Philadelphia, week days, 4.30, \$100, \$100, 100

DEL., LACKAWANNA AND WESTERN RR.

Stations in New-York foot of Barciay and Christopher Streets.

VESTIBULED IRAINS. PILLMAN COACUES Enectrouse to NEWARK, SLOOMPILLA, MONTCLAIR, THE ORANGES, Summit, Berandswife, Basange Ridge, Macison, Morristown, Passaic, Paterson, Booston, Dover, Stanhope, BUDD'S LAKE, LAKE HOPATCONG, HARRESTOWN, SCHOOLEY'S MOUNTAIN, Washington PHILLIPSBURG, EASTON, WATER GAP, STROUDSBURG, Pocono Mountains, SCRANTON, FITTSION, WILKESBARRE, NANTICOKE, DANVILLE, NORTHUMBERLAND, Montrose, BING-HAMTON, OXFORD, NORWICH, Waterville, UTICA, RICHFIELD, SPRINGS, Certiand, SYRACUSE, Od-WEGO, ITHACA, OWEGO, ELMIRA, COMNING, BATH, DANSVILLE, EUFFALO, and all points WEST, NORTHWEST AND SOUTHWEST.

6:00 A M.—BUFFALO, UTICA, and GSWEGO, EXPRESS, Pullman Palace Cars, Connects at Buffalo with train for Chicago, arriving 9:20 a. m. next morning.

7:20 A. M.—BINGHAMTON MAIL. Stops at principal and control of the second of the second

WEST SHORE BAILBOAD. Trains leave West 421-st. Station, New-York, as follows, and 15 minutes earlier from foot Franklin-st.

9:15 A. M.—Daily for Albany, Utlea, Syracuse, Rochester, Buffalo, Niagara Falls, Derfoit Chicago; except Saturday for Toronto,

6:15 F. M.—Daily for Albany, Montreal, Utlea, Syracuse, Rochester, Buffalo, Niagara Falls, Toronto, Detroit, Cleveland and Chicago.

8:15 F. M.—Daily for Albany, Utlea, Syracuse, Rochester, Buffalo, Niagara Falls, Toronto, Detroit, Cleveland and Chicago.

Fastest train in the world.

10:30 A. M.—Daily Fast Mail. For Buffato, Niagara Falls, Chicago.

1:00 F. M.—Daily Southwestern Limited for Cincinglation of M.—Paris November o

Yers, foot of Chambers-at, daily, as follows, and discounts earlier from West Edder.

9:15 A.M.—Vestibuled Express for Waverly, Binshanton, Elmira, Burlaio, Bradford and Salarman, Farmer at the United Solid train for Chicago, via Chautauqua Laike, Sleepers to Chicago, Cleveland and Chautanath, Dinnig Car.

6:30 S.M.—Vestibule Limited, Solid train for Chicago, Cleveland and Chautanath, Dinnig Car.

6:30 S.M.—Solid train to Chicago, Sleepers to Chicago, Cleveland and Chicago, and Chicago, Sleepers of Choutauqua Lake and Niagara Falls, Solid train to Chicago, Sleepers to Bursalo, Chicago and Chicago, Sleepers to Bursalo, Chicago and Chicago, Sleepers to Bursalo, Chicago, Sleepers to Russian Chicago, Sleepers to Chic

BALTIMORE AND OHIO RAILROAD.

BALTIMORE Fast Express Trains to
WASHINGTON. CHCAGO. CINCINNATI. ST. LOUIS AND ALL POINTS WEST.
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LOUIS AND ALL POINTS WEST.
LOUIS AND ALL PROBLEM OF A ST. LOUIS AND ALL TRAINS.
LOUIS New York need of Liberty-st. daily. CHICAGO.
1:30 P. M. and UZI. A ALL TITISUURG. 1:30 P. M.
12:15 night. CINCIA. Sundays. 7:30 P. M. WASHINGTON, TALTIMORIE. 19:00 14:30 A. M. Dining Carl. 1:30
CA:00 Ex. Sun.). (3:00 Dining Carl. 6:00 P. M. GSUNDAYS.
1:29). 12:15 night. All trains daily except 3:30 P. M.
NORFOLK. 11:30 A. M., daily 1:30 P. M. Ex. Sun.
NEW-ORLEANS. 5:00 P. M. daily through sleeping car
via Washington and Shenandash Valley route. Officer,
172. 281, 415. 1:40 Broadway, 31 East 14th-st. 400
Grand-st., N. Y. 3:44 Fulton-st., Brooklyn; station, foot
of Libe-ty-st. C. R. t. of N. J.
New-York Transfer Company will call for and check
bargage from hotel or residence to destination.